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NEWSLETTER – May 2013

Chairman's Chat

I was very glad to hear that they found Neil's TR5 which was stolen over the weekend. That just made me realise again that although we live in a relatively safe region, there is always the opportunists that would like to drive a fancy car and that we should take all the precautions to make it more difficult for them to take our cars. If anyone wants to steal a car, then they will do so as they do steal cars with immobilisers and even trackers fitted. We should just make it more difficult for the normal run of the mill "petty thieves". Please do take care and put some sort of a hidden switch somewhere to cut off power to the electrical system.

Today is less than a year to the next national gathering which is being hosted by the Kwazulu Natal centre and the venue will be on the south coast. Please do consider joining us on this "unforgettable" experience and let's start the planning around it. We are eagerly awaiting more information from Dave Blair and the committee as the registration for the event will be done on the KZN TSCC website and we will inform you once we receive the final instructions. Also prepare your car for the concours if you want to enter it. Look out for small things to neaten up as it is take little effort to fix it and every additional mark helps towards the end result.

We are also entering the winter months now and time where we could rest a little from what has been a hectic year thus far. I am looking forward to fire in the fire place, a good bottle of red wine, good company and just relax.....

May I also take this opportunity to convey our condolences to Alishia Oosthuisen and the family on the passing of Clive this week. Please know that you are in our thoughts and prayers and may you find peace. Clive and Alishia were at the club's 40th anniversary last year and little did we know that it would be his last Triumph outing.

That's it for now, enjoy your Triumph and see you soon.

Triumphant Regards,
Gerhard

Editor's desk

This editorial was going to be somewhat downbeat with 2 events that somehow both seemed to be very depressing. In the last 24 hours things have changed and so I hope that we can all be more positive going into winter, certainly I am!

Last Saturday began with the news the Neil Cameron's lovely TR5 had been stolen from his Wynberg workshop and the noggin that morning didn't seem that optimistic as to whether it would be seen again. Thoughts were that it would be in a container on its way to somewhere having been loaded using illegal documents etc etc. Mike Napoli's article in this newsletter and my experiences in getting my car licensed seemed to suggest all was far from well in the police force. Imagine my delight, however, when an SMS

arrived yesterday afternoon to say that Neil's car had been recovered virtually intact during a police raid looking for drugs. All I can say is well done to the SAPS, a very much maligned force, who turned up trumps and proved that whilst it is easy to be negative about them, there are still some very competent and hard working members who deserve much credit!

The other negative news during the month was the accident that befell Dennis Cook whilst working on his roof. In spite of very serious injuries, he was taken to his local hospital where it seemed the cure was to take 2 Aspirin and get walking again! Fortunately Hinke Nixon realised what was happening and got Dennis transferred to a really good hospital where they operated to repair his broken pelvis and did a hip replacement at the same time. The prognosis is very good and I understand Dennis has already started walking again and hope to be out very soon. From the editorial side that will be a great pleasure as Dennis has been very good at supplying details of what has happened and this issue is a bit lacking in those! Get well soon Dennis and we look forward to seeing you driving your cars very soon!

On the same note, the home is one of the most dangerous places around and although this is a car club, all of us should be aware of our personal safety when we do jobs around the house. I do not want us to get into the English mindset regarding health and safety but I had a good friend of mine in the UK who was killed when the car he was working on fell off its jack and crushed him. All of us have done things like that so please let us all take care, particularly as we are not as nimble as we used to be and don't move at the same speed as in our youth!

[Letters to the Editor](#)

WHY A "SIDESCREEN"?

Will somebody please tell me why Triumph aficionados, almost to a man, insist on abusing TR2's to 3B's by referring to them as the "Sidescreen" TR's?

I mean, seriously, if you must name a car after one of its parts, why choose arguably the worst part of all. Consider this – the wretched sidescreen, as far as I'm aware wasn't even made by Triumph themselves, but by the Coventry Hood and Sidescreen Co. Ltd. Furthermore the attachment points always interfere with one's knee, when in use the top of the door is no longer available for you to comfortably rest your elbow on, and if you want to travel any distance in changeable weather you have to store them in the boot, forcing you to store your luggage on an ugly and un-aerodynamic rack on the boot lid.

Post TR3B Triumphs fare much better. They are described by the name of their designer/stylist: TR4 to 250 – "Michelotti Cars"; TR6 – "Karmann Cars", even the "TR7/8's" are sometime referred to as "Harris Mann" cars. Let's face it the first two of the foregoing designers weren't even British!

So what of the TR2 to 3B Triumphs? O.k., it's true that there were in fact three main personalities in bringing about their success: Walter Belgrove, Harry Webster and Ken Richardson. As far as I'm concerned any one of them would constitute an admirable substitute as a prefix to the term "Sidescreen". Belgrove was a designer in the early 1930's at the "real Triumph Company" before it was taken over by Sir John Black's Standard Motor Co. in 1944. Belgrove was hired by Black after WW2, and had styling input into the TR2.

How about "the Belgrove" cars instead of "Sidescreens"? Harry Webster also had significant input into the birth of the TR2 – "Webster" cars – why not?

As for Ken Richardson the BRM guru, he not only made the Belgrove/Webster design work (that initially was allegedly a pig to drive), but was responsible for its initial sales successes by driving it on the Jabbeke Highway in Belgium at 125 mile/h – a remarkable speed in those days – "Richardson" cars why not?

Maybe someone could come up with an interesting name by combining parts of all three. For me, anything would be better than "Sidescreen".

Why not drop the wretched description "Sidescreen" altogether and just refer to the 2's to 3B's as TR's and the others as Michelotti's, Karmann's and Mann's?

I now rest my case and await any response that my ranting may stimulate amongst the Triumph community.

Regards, Geoff Coombe

I hear where Geoff is coming from and his argument does seem pretty logical. Probably the person who had most input in sorting out the car and its mechanical issues was Harry Webster, the mechanical guru at Standard. He really did a huge amount of work on the chassis and engine, and whilst not wanting to take anything away from Ken Richardson, Webster needs to be given most of the credit for the TR2/3 and many of the subsequent TR's. Walter Belgrove did the design work on the body and as the TR4 to 6 cars are referred to by their designer maybe that is the logical one even if he left Standard shortly afterwards in somewhat of a huff. Whether logic is going to replace the term "sidescreen" after so long, well I have my doubts! Jamie

[Upcoming events](#)

[Monthly run on Sunday 12th May](#)

This was due to be a run to lunch at restaurant on a wine estate in Franschoek but then the penny dropped when prices were discussed. It is Mother's Day so most places have put their prices up and we have found that most people do not want a run on this day. The committee decided that rather than have a poorly attended run we would rather go to this venue on a future date, there may be a run organised the following weekend but we will let you know by SMS or e mail.

[Month end noggin, Saturday 25th May 10.30 at the clubhouse](#)

This month's noggin will be a technical talk on electronic ignition systems that had to be held over from last month. If you would like to have a system fitted to your car (at your cost!) please contact Ronan on 082 443 3704 to make arrangements.

The now legendary bacon butties and coffee will be served before the meeting from about 10 am onwards so be there early to satisfy the inner man!

[Report Backs](#)

[10TH BRITISH SPORTS CAR TOUR 2013](#)

Just a very pleasant post script to this event which hosted 117 people and 58 cars at La Vierge restaurant in Hermanus. The total deposited into the account of the Red Cross Children's was R4300. This was reached through the generosity of the participants through the raffle and the sales of event caps sponsored by Project Freight and Classically British.

Well done guys. Isn't it great to have a little bit of fun with such a good by-product!!
Tom

[Trip to Langebaan 21st April](#)

What initially started out as a privately organised trip by Dennis Cook, turned into a club post British Sports Car Tour trip to the Strandlooper Restaurant in Langebaan with many people showing an interest. On further investigation by Dennis and Roger Robeck, it was realised that the trip coincided with the Langebaan two day Festival, now in its second year.

Dennis, in full enthusiasm, was very involved with communications with the festival organisers to make us part of this momentous occasion. Roger, as the organiser he is known to be, arranged for the group to have lunch at Pearly's restaurant, situated on the very stretch of beach where all the festivities were taking place, making it possible to leave the cars parked in full display of those attending the festival. Everything was on course until Dennis decided to take a leap of faith from his rooftop, which turned everything on its head. Suddenly the phone became a hotline with calls of concern for Dennis, followed by 'what now' with regards to the festival trip. With only a week to go, most arrangements had already been made by the well organised Dennis, so the plans were left as is. With Dennis coordinating, whilst in pain, from his False Bay hospital bed, Eddie Hughes, Frank Dreher, Ronan Sanderson and a slightly tense Roger Robeck jumped in to do the jumping that Dennis was unable to do.



When the day eventually arrived, as originally organised, everyone met at 8am, 10 cars in total, in the parking area opposite Doodles in Table View. A slight bit of confusion had crept in when someone had arranged for others to meet at the Total Garage on the R27 at Melkbos, so Frank was duly delegated to run ahead and round up any people that may have arrived. The plan was to link up at a Melkbos intersection, but one unfortunate club member was finding it rather difficult to hold their bladder,

so they turned back and joined Frank and the additional Jaguar member who had arrived at the garage. In the meantime the initial group continued up the R27 to the second meeting point, the Engen garage just outside Langebaan. The arrival of so many classics caused quite a stir of interest with many locals wanting to take pictures of the cars. At 10am, as we were about to leave, Cherry Mason's TR7 failed to start, much humour followed Ronan's comment of 'I'm going to jump Cherry'. With the car started and all parties having regrouped and having had their fill of morning coffee from the local Wimpy, we were escorted into Langebaan by the local traffic department.

Riding down the streets of Langebaan, we were greeted by the locals, with waves and smiles, and everyone pointing us in the direction in which we were to travel. The scene on entering the strip was one of festivities and beauty. The pavements were filled with flea market stalls, where merchants branded their wonderful displays. The streets were filled with people, in all forms of dress, from beach wear to Sunday dress. We entered the street area and after some navigating, found a stretch to park where we could try to keep all the cars together in one line.



The town was awake with excitement. Music was pumping out of speakers, the atmosphere was one of excitement, and happiness and pride of their town. Many of the women that travelled with us, quickly piled out of the cars and disappeared amongst the stalls, the trip forgotten at the excitement of finding bargains became their goal. All cars in attendance received a Herschell gift pack for attending, which left the drivers with smiles almost as big as the ladies smiles as they went from stall to stall.

A very enthusiastic Eddie Hughes unpacked the Triumph clubs regalia and stood in the hot sun, behind a makeshift box table, trying to sell some of the items, by the end of the day he had made two sales. Cherry, realising that there was something more serious wrong with her car, took a walk to a local garage to see if they could charge her battery. Having been on a shopping spree, she returned with a shopping trolley, removed her car battery (without any of the male club members offering assistance)

and returned to the garage where a very friendly local mechanic offered to charge it for her, for collection at 3pm.



Lunch had been arranged by Roger for 1pm, so all present made their way to Pearly's for a very enjoyable lunch, where we were entertained by the very noisy and boisterous Jaguar club members. Roger thanked all in attendance for making the day a very special one and Peter Lindenberg, as organiser, said a few words of thanks as well.

Peter was happy to announce that 40 cars had attended on the Saturday prior to our visit, and 30 cars had arrived on the Sunday, beating the 18 cars the year before. Peter's hope is that the event can become an annual event on the West Coast, hopefully drawing on other clubs

to increase the numbers next year to 100 cars or more.

Most members started making their way home around 3pm, except for Cherry who still had to collect and fit her battery. The local mechanic was very kind enough to bring the battery to the car, but on closer inspection had some bad news for her. Her Lucas (try to keep the lights on) alternator was not charging the battery and there was not much chance that she would make it home to the Strand. He offered to fix the alternator, but had another repair looming, which resulted in a bit of a wait (3 hours). With a replacement alternator (a Japanese replacement) fitted, Cherry finally departed Langebaan at 6.30 pm and confirmed that she had made it home successfully.

All in all, for a trip that started out as a private event, it certainly turned out into an enjoyable experience worth repeating next year. Hopefully, Dennis and Jo will be able to enjoy it with us.

60th Anniversary of the Jabbeke run

May 20th is the 60th anniversary of a run that marked the start of the TR2's claim to fame as the "car to have" of the early 1950's. Originally the TR2 was earmarked for a launch on 1st July 1953 and the body drawings had been sent to Mulliners with this date in mind.



In March, however, Rootes had launched their Sunbeam Alpine sports car with a run on the Belgium highway at Jabbeke and at a track near Paris to achieve a maximum speed of 120 MPH or 190 KPH with a highly modified car. Sir John Black, the Managing Director of Standard, summoned Ken Richardson who was the test driver and asked if this could be equalled or bettered by the TR2.

What then happened was that the 3rd prototype, X519, registered MVC 575, was prepared by Richardson and his team for an attempt on beating these figures. This was a left hand drive car which was prepared by adding rear wheelarch "spats", a full length undershield, a full metal

tonneau cover and no windscreen or bumpers was sent to Belgium to attempt a record run in front of the British motoring press. This happened on May 20th 1953 when Richardson took to the road. The first run was a disappointing 104.86 MPH but on 3 cylinders as a plug lead had come adrift (seems a common

Triumph problem!) but the second run firing on all cylinders recorded an impressive 124.889 MPH, 200.946 KPH!

The car was then returned to almost standard road trim, the undershield was still in place and no bumpers, but it now had a windscreen in place, hood up and sidescreens and the car reached 114.89 MPH with the overdrive engaged and 108.959 MPH (184.85 KPH) in direct top. This was for an effective under 2 litre engine against the 2.3 litres of the Alpine and the 2.6 litre Austin Healey's 103 MPH in touring mode or 111 MPH with the screen folded down and soft top removed. This really was an outstanding achievement and put the TR2 in a very strong commercial position when it was launched some 2 months later.

My thanks to Graham Robson and his book "The Triumph TRs' for the historical information.

The Jabbeke Replica



I first became aware of this project when I visited George and went to see Heinz Koncki at his home. He had acquired a pretty tatty TR2 and had decided to use the chassis and body as the basis for the replica. The chassis and mechanicals were in his garage at home and were looking immaculate albeit unfinished and the following day he took me in pouring rain to see the body at a panel beating shop at a place called Ruigtervlei near Knysna. The workmanship on the body was outstanding and all the parts were being trial fitted including the metal tonneau cover. For reasonably obvious reasons the metal underbody

shield was not going to happen, but the spirit of the project was obvious. I was able to help Heinz with a few mechanical parts left over from my rebuild and I was hoping to see it in action at the National gathering. Unfortunately due to oil pump and other issues this did not happen and the car made its appearance on a trailer behind a "Chelsea tractor" Happily all the mechanical issues were resolved and the car is now on the road and going like the proverbial Boeing! For those of you going to the Knysna show I am sure it will be there in all its glory!



Noggins and Runs for 2013

2013		
1st/5th May	Knysna Motor Show incl 'mini nationals'.	Gerhard Vorster
25 th May	Saturday 1030am Noggin	Demo on Ignitor Ignitions
9 th June	Sunday run	Birds Paradise, Robertson Eddie Hughes
14 th July	Sunday run	Xmas in July – Dennis Cook
29 th June	Saturday noggin 1030am	Presentation by Andre Bredenkamp on 4x4 Africa Tour
27 th July	Saturday noggin 10.30am	Oils – Freddie Stafford
31 st August	Saturday noggin 1030am	TR4 rebuild- Jamie Hart

21 st September	Saturday	Whales 'n Wheels Show, Hermanus.
28 September	Saturday	Visit to Peter Lindenberg's collection.
13 th October	Sunday run	Visit motor collection at Paarl-Dennis Cook
26 th October	Saturday noggin	Presentation by Dale Jacobs (TBC)
3 rd November	Sunday	Cape Classic Show
30 th November	Saturday	AGM and Concours Day

National Gathering 2014 27th April to 1st May, 2014.

[Adieu to a unique car](#)

You might well query the merits or reasons for a photograph of a container ship being published in this most august of Triumph **motoring** publications?

The answer my friends is not blowing in the wind, it is to be found within one of the myriad containers where, on this very ship, (the Maersk Vallvik) one F type Devin, built on 1957 TR3 underpinnings, is currently en route from Cape Town to its new owner (Lionel Wolpert) in Toronto Canada.

Yes, my 10 year love affair with this unique and pretty little car has come to an end and although I am remorseful at the fact that it is leaving SA, I console myself with the knowledge that the new owner is a true blue enthusiast who has bought the car for what it is, a DEVIN, not some perceived poor cousin to a "proper" Triumph. First task for Lionel is to remove the TRIUMPH decal that I affixed to the nose of the Devin.



Lionel has also asked that the website retains the story and data on the Devin as he intends to add to it as he proceeds with his plans to transform the DEVIN from what it currently is to something a little closer to the original. Having had a sneak preview of what is intended I can tell you that when completed the result will be awesome!!

So although we will no longer see (and hear!!) the Devin on breakfast runs and car shows, I for one look forward to news of its rebirth in Canada.

I am also eternally grateful that I will never again be exporting another car in this lifetime.

If the editor sees fit to publish, please follow my simple guide to exporting a motor car-- which might be found elsewhere in this Newsletter.

Mike Napoli.

[Mike Napoli's simple guide on how \(not\) to obtain an export permit.](#)

Anybody thinking of exporting a car—or for that matter obtaining any form of police clearance-- might just find this 20 point guide helpful.

1. Phone beforehand and enquire exactly what is required, including required forms/documents etc, in order to obtain your specific clearance.
2. Obtain said forms/documents and proceed to the engine clearance depot (some 40km from home in my case) **GET THERE EARLY!**
3. On arrival do not get upset when the security guards at the gate inform you that you cannot enter unless you have form RPC which is issued only by the local authority.
4. Return home, obtain form RPC from municipal offices and start gathering your energies to return at a later date to the police clearance depot.
5. Having gathered your energies follow step 2 and once again **GET THERE EARLY**. Triumphantly flash form RPC at the security guards and once admission is granted line up at the back of the queue. Having followed my own advice I got there at 7.55am, was pleasantly surprised to be third in line and smugly thought that once the examiners commence work at the specified hour of 8.00am I would be out of there by 9am at the latest.
6. By 8.45 am, with absolutely no sign of any activity at all and with the natives starting to become increasingly restless, a very pleasant lady burst out of a side door and cheerfully stated that as there was no staff there that day we should return the next day. We were also told that this was not a common occurrence-- but I would not bank on it—be prepared.
7. Look for hidden cameras and once you have ascertained that it is not a Leon Schuster movie prank, stand fast and remain calm while everybody else around you goes berserk on hearing this news.
8. Once the bedlam has subsided you might well notice a portly Captain being shoehorned into an ill fitting overall and being temporarily demoted to engine/chassis number checker in order to prevent his depot from being destroyed.
9. Anticipate that the captain will be in a bad mood by the time he gets to your car and watch his bad mood worsen when he cannot find the engine number on your car.
10. Be prepared to phone a friend (or two) in order to establish the hidden location of the engine number--alternatively take your spectacles with you in order that you can assist with the search.
11. Having now found the elusive engine number and having verified that the engine and chassis numbers do correspond with the numbers on the registration forms, the captain will nonchalantly enquire whether the car has been micro dotted.
12. Do not ask why this vital piece of information was not conveyed to you in step 1, you are wasting valuable time and breathe.
13. If you did not follow the advice given to you in 12 above it will, as happened in my case, inevitably lead to the question and answer game which is played something like this:
14. **Q:** Why do I need to have the car micro dotted?
15. **A:** (resignedly) Wiff all of the theft of vee he kills in the country this way we can keep check of stolen vee he kills and even trace stolen paarts of vee he kills if the syndicate gangs break them up for spares.
16. **Q:** Is it internationally recognized?
17. **A:** (proudly) No it is unique to Souf Afreka and helps us to combat crime.
18. **Q:** Bravo, but why then does a car destined to leave for Canada in the next day or two have to be micro dotted?
19. **A:** (belligerently) Because it is the law, that's why! No clearances whatsoever unless the car it are micro dotted. Now, do you want a poelies clearance or not?
20. Having lost the question and answer game proceed to the nearest idDots service centre and have your car micro dotted. (fortuitously there is one handily placed on the opposite side of the road) incredible MO (Ed)!
21. 20 minutes later and R450 poorer return to the police depot, seek out the captain, whose disposition has improved somewhat, and present your micro dot certificate to him. The captain will now sign off the documents and refer you to a counter where your much anticipated clearance certificate will finally be issued.
22. Try to feign surprise when the person behind the glass enclosed counter is the same pleasant lady who cheerfully told you to go home at 8.45 am.
23. Marvel at the way she multi tasks as she laughs and talks to a friend on the 'phone while simultaneously entering all your data on her computer.
24. 5 minutes later at 10.10 (2hrs and 15 minutes after arrival) try not to grovel as the much anticipated clearance certificate is handed to you.
25. Grab hold of it and get the hell out of there, quickly as you can.

26. 20) **CONGRATULATIONS!!!** Having followed this easy guide you have successfully obtained your police clearance certificate.

27. You have now also qualified to start practicing do it yourself brain surgery.

Having just gone through a very similar process to get my TR4 on the road and exploring the delights of Paarl, Caledon and Hermanus (x2) police stations to get my RPC form all I can say is "stem saam!"

Regalia matters from Eddie Hughes

The new golf shirts and British Racing Green caps will arrive in time for our May Noggin.

Although the Langebaan outing was a great success I only sold 2 caps at our Regalia stall! I have decided to mark up all Regalia to non-members by approximately 20% to try and swell the club coffers and make it fairer for members. Marked prices will include this 20% and Members will receive a 20% discount

In future we will buy one item of Regalia that we think Members will like, and use these items as samples for people to see the quality and try on. I will then take orders with FULL payment and purchase accordingly. All future purchases (with the exception of caps and items requiring laser engraving) will be without embroidery. Suzette Vorster will do all the embroidery. The benefits are that it will virtually eliminate proofs flying back and forwards and therefore save time and costs. Also we can get our names and even our cars embroidered on the garments if required. This can be requested as an extra and paid for when ordering

The price of the Golf Shirts will be R125 ea. and are available in 5 sizes and 14 colours. The British Racing Green Caps (Bottle Green) will be R63 ea.

The Committee has given me the 'go ahead' to purchase, and have embroidered 1 sample of each of the following,

Body Warmer (Sleeveless Jacket)
Oxford Shirt - Short Sleeve
Long and short sleeved Jersey
Micro Fleece Jacket
Altitude Melbourne Jacket

I am also trying to get short Lanyards and LED Key rings

Nationals fund Raffle

Unfortunately we were unable to have our Nationals Fund Raffle at the last Noggin. A few Members brought items for prizes and I will include these in the next Raffle. Could you PLEASE help us to get the raffle up and running by bringing any unwanted garage items, wine, beer or anything, no matter how small, that would be suitable as part of the Raffle Prizes to each Noggin.

Tickets will cost R10 each. Many thanks to Frank Dreyer for his help and to everyone who donates prizes.

Eddie Hughes

Triads

I am busy restoring our 1964 Triumph Spitfire4 (Mk1) and am looking for the following parts.

Upper Rear Bumper Mounting Brackets - Mk1 & 2
Centre Console/Lower Dash Support - Mk1-3 Type

Crash Pad/Lower Support Rail (Pair)
Sun visors and Mountings - Original Mk1 & 2 Type
Indicator Beehive Lens Amber (fits Tr3-5, Spitfire Mk1-3, GT6 Mk1&2)
Lucas Hooters (Pair)
Seat Rails
Anti-Roll Bar U-bracket with Towing Eyes (Pair)

Various other Spitfire parts and spares needed, Please contact me if you have any spare Spitfire parts or spares.

Thanks, Brandon Rijs 021 689 7163 084 915 4610 brandonrijs@gmail.com

The Chairman's fleet for sale

Due to his upcoming house downsizing, Gerhard has the following cars for sale

TR7v8 Yellow for sale. Very good condition 3500cc V8, New soft top, with mags.

TR7 Aqua blue with beige mohair softop, very good condition.

Spitfire 1500 Gunston colour with hardtop, softop and tonneau cover. Very good condition

Contact Gerhard on 082 776 1835 or 021 852 3350

1970 TR6 for Sale



1970 CP series 150 BHP TR6 for sale.

Asking R190 000 onco

Gold medalist at the 2012 National Gathering in Concours d'Elegance.

In very good condition with A series overdrive, Bosch fuel pump and injectors.

Seats and roof recently re trimmed

Contact Jamie on 084 220 0082 or jamie.hart@kingsley.co.za

Classic Car Auction Saturday 4th May at Knysna

As part of the Knysna Car Show, there will be an auction of classic cars organised by the House of Classic and Sports Cars from Knysna. There will be approximately 25 vehicles to be sold.

For more details contact Wendy on 044 382 1000 or wendy.r@hocasc.co.za or look on their website at www.hocasc.co.za

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WEBSITE www.capetriumph.za.org